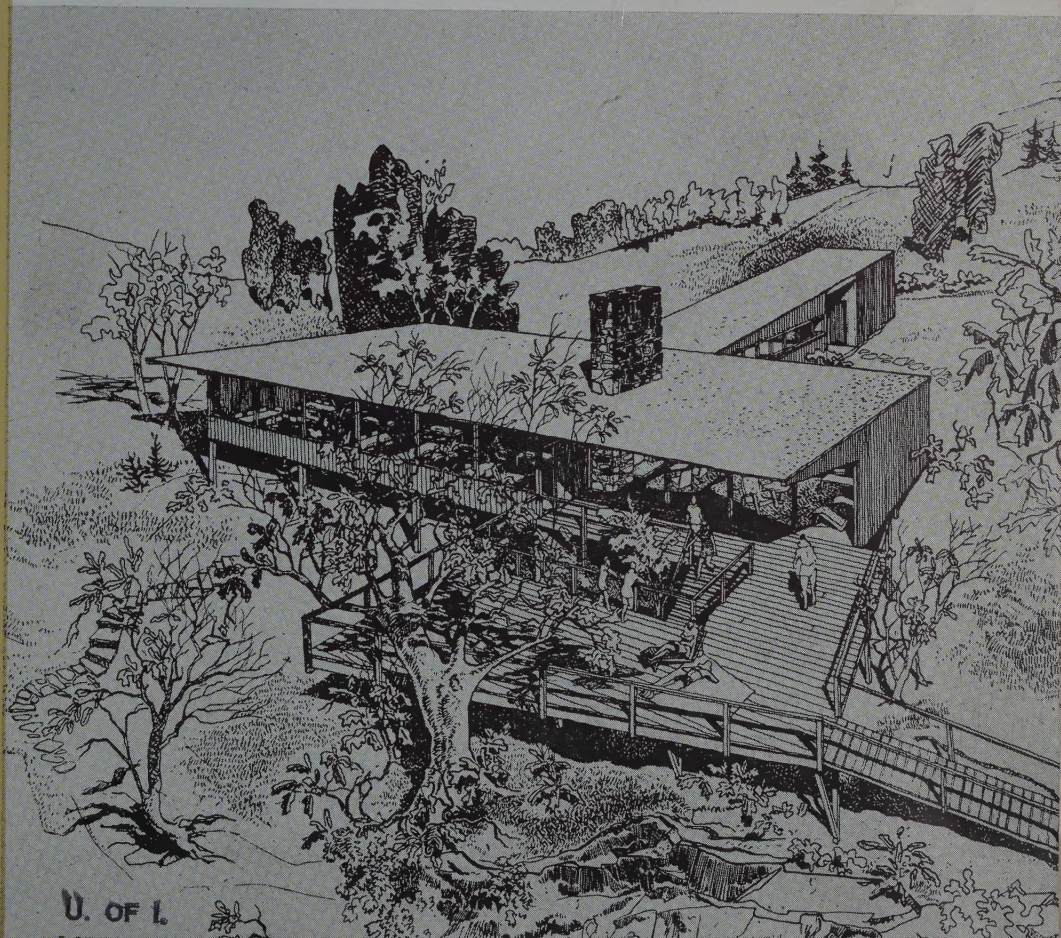


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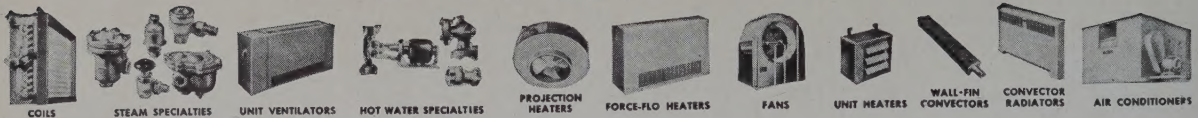
JOURNAL

ROYAL ARCHITECTURAL INSTITUTE OF CANADA

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JOURNAL R. A. I. C. J U L Y 1 9 4 9

A FEW weeks ago we saw television for the first time in a private house. It reminded us of the first movies which were properly called flickers, but we were conscious of a feeling of excitement that we were witnessing something that would influence our lives and our civilization in the days to come. It was primitive—the Eiffel Tower appeared for a moment as we knew it, but suddenly shuddered as though in an earthquake, bent until its top touched the ground, and then came back to normal. Another generation, or even our own in a few years' time, will not witness such a phenomenon. Looking back, one can see how nearly all great inventions brought buildings to house them in their wake, and how quick, or how tardy, was the architect in meeting the problem. The steam engine demanded a railway station, and King's Cross, St. Pancras and Euston were early answers. North America borrowed the Baths of Caracalla, but it was left for the Italians to decide on a contemporary and sensible solution.

WE are, perhaps, on the way to the solution of the moving picture house. Just as the movie was a form of escape from the dullness of life in the contemporary city, so was, and still is, the cinema itself. Of the old ones, we can remember those that sought inspiration from that reservoir of applied decoration, the Alhambra at Granada; others that turned to Assyria and to Egypt, and a unique one in Detroit which was based on the architecture of Yucatan. Real parrots met us in the foyer, and the architect showed a display of photographs which proved the authenticity of his barbaric detail. Today, in North America, the theme is luxury, not the remote luxury of a Moorish king or an Aztec prince, but a kind of contemporary luxury produced by soft carpets, soft lights and rich fabrics. In the hands of an expert such a recipe is occasionally successful—in the hands of the inexpert the results may be sheer vulgarity. The Swedish and Swiss architects, with design, colour and taste as the only criteria, have produced the finest theatres of our time. We have not the space to discuss at length the telephone, the radio or electric power, though all of these have influenced architecture in this century. Especially in the harnessing of electric power has man, the architect and engineer in collaboration, been equal to his opportunities and left such monuments as T.V.A. as the greatest achievements of our age.

WE are interested particularly in the aeroplane because the buildings it requires in the public service are as new in Canada as Television, and some of the solutions we have seen would make the Eiffel Tower shudder—with reason. We have not made the mistake of some cities of building the pseudo railway station airport as the monumental gateway to a city, but we have completely lost the feeling of space that one associates with the aeroplane field or with the air itself. People are crowded in visionless waiting rooms, they are channelled into narrow passages and fed at crowded counters. In theory, we are only at the airport a few minutes, but in our own limited experience we have waited two hours at the Toronto Airport, four hours or more at Winnipeg, and we have cooked our own breakfast, assisted by a general, when we came down at Armstrong with engine trouble. In each case it was in our interest that we were delayed or brought down in the prairie, but delays they were. We know only by illustration of foreign airports with spacious waiting rooms from which the field is visible, of restaurants on the roof with ample terraces where delayed travellers and local visitors may dine in great comfort with exciting views of great planes arriving and departing. We are evolving a plan which is the antithesis of space as though it were not in the national interest that we should be aware of anything going on outside four walls. And so we fret and fume in a smoky waiting room with a twice read magazine, listening to rumours from frustrated fellow passengers, and to the roar of planes we cannot see.

WE have already admitted that the evolution of a building that follows in the wake of an outstanding discovery or invention is slow. We need not, on that account, blind ourselves to the successful achievements of some of our contemporaries in Europe. The Department of Education of the Province of Ontario has sent an architect to Europe to study elementary and secondary schools, about which we know a good deal; the Federal Government might well send an able architect abroad for six months to study airport design, about which we know so very little. In fact, it must if it is at all conscious of the abyss between the efficiency and beauty of the aeroplane and the building which it demands.

THE DESIGN OF MOTELS

By JAMES A. MURRAY

THE tourist trade is Canada's fourth largest industry, and of the tremendous and growing volume of visitors who come to the Dominion each year the majority travel by automobile. If to this influx is added the great increase in automobile registration here at home, an increase which some highway statisticians expect to double within five to ten years, it becomes obvious that the traffic load on the highways of Canada will present ever-developing problems of traveller accommodation. This problem on some routes, for example those leading to Muskoka district or the Laurentians, is rather seasonal and somewhat limited to the demands of holiday crowds; on other routes, however, particularly those leading into large cities and towns or passing through the more densely populated regions of the country, the demand for motorist accommodation may be considered on a year round basis.

Of recent years in Canada a specialized solution to this short-term motorist accommodation has appeared in the motel—a combination of room-to-let plus garage accessible with a turn of the steering wheel. The writer motored a few years ago from New England to California and back through the mid-west, staying overnight with but few exceptions, in motor courts along the route, and found this type of accommodation highly developed and offering amenities completely undeveloped in the great majority of Canadian examples.

The solution to the problem of the motor camp may range from a pair of home-made cabins behind a gas station to de-luxe establishments with most of the conveniences of a large hotel. In the U.S.A. before the war the better type of motel was already a serious competitor to the hotel, and there is no doubt that this trend will continue. Generally speaking the appearance of the motel in Canada has partaken of the embryo form—serried rank of tiny imitation "homes" sometimes individually good, more often striving in petty ways for the picturesque, and frequently beyond description. In the U.S.A. particularly, where, as has been said, a whole generation was conceived, born and raised in the automobile, and where frequently the car came by grace of the finance company before the home and where automobile usage is denser, in more ways than one than anywhere else, the serious need for this new specialized type of accommodation has grown. Increased comfort, convenience and appearance have been demanded and architects at last have been called in to make their contribution to the design. We may anticipate the same development here in Canada.

The motel is obviously designed to meet the particular requirements of the motorist. For certain travel-weary groups,—families with much luggage who have driven

all day, autoists who dislike city driving at night, or who seek to avoid the congestion of mid-town areas, those who simply prefer country sleeping or travellers who are particularly rushed and need to hit the road with greatest ease, the development of hotel into motel serves an important demand.

In considering the architectural problems posed by the motel it might be well to try and visualize those defects most commonly encountered which plague the visitor. They might be listed, at least in part, as a lack of (a) direct rain-protected connection between car and cabin (b) space and illumination for unloading luggage under shelter from the baggage compartment (c) a solid rack or shelf of generous size for opening luggage in the bedroom and a hanging closet for at least a few garments (d) main windows facing away from the noise and headlights of the driveway (e) orientation of the sleeping accommodation as far as possible from the noise of the highway with its usual night problem of roaring inter-city trucking (f) properly planned and detailed washroom facilities.

The basic and fundamental requirements which the designer must ever bear in mind are of a dual nature—from the patron's point of view and from the operator's point of view. The patron will demand comfort, convenience, attractiveness, economy and good management. Comfort will mean good beds, cross ventilation, quiet and privacy and in certain instances heating and conditioning. Convenience will mean easy car access; proper detailing for cleaning up, temporary clothes storage, vanity and writing facilities. Attractiveness will mean pleasant-appearing highway approaches, restful and usable landscaped areas and well designed buildings. Economy will demand a specification of layout, construction and maintenance which will permit of showing a reasonable profit at reasonable rentals. Good management is, perhaps, something beyond the architect's control, but it is certain that if he can, by careful study of the particular problems of the motel, provide the optimum physical plant, good management, which to the patron means basically friendly efficient and personal service, is facilitated.

The fundamental requirements from the operator's point of view will be revenue production and ease of operation. In these days when fly-by-night motels of the row of huts variety are increasingly plaguing the Canadian landscape, it might be well to examine those factors affecting revenue which successful motel operators here have found to be most important. The first is proper choice of site. If he has not already done so, the architect should caution his client to make a thorough check of traffic counts on the highway served and to

extend these checks to all months proposed for operation; future highway plans in the vicinity should be investigated to avoid being left with a substantial investment on a by-passed or secondary route; rentals realized in adjacent motor courts bear examination as an indication of what may be anticipated and obviously municipal or other authorities impinging on the site must give approval to the proposed use and layout.

Next in importance to choice of site in assessing revenue production from a proposed scheme will be decisions as to the elaboration of the development. Standards peculiar to the district and to the desired clientele will dictate the degree of accommodation, and, in any particular situation, initial under-designing might be just as bad economically as over-designing. A balance must be struck between rentals charged, patrons' demands and initial and maintenance costs. Outdoor plumbing in Muskoka might be acceptable whereas the outskirts of Toronto would call for a more sophisticated solution. Maintenance and ease of operation are of course critical to revenue production. The first entails careful choice of material finishes, a minimum of painting and sound construction; the second entails thorough knowledge of the problems of operation to derive a plan where the minimum of staff can efficiently satisfy the customers' requirements.

Site Planning

The type of motor court will greatly affect the site plan. For instance motor camps in favoured locations are often used both for overnight and vacation cabins and proper planning could do a great deal to expand this part of their business. In a possible distribution of such an establishment, overnight cabins and their immediately adjacent car shelters might be clustered together under one long roof; vacation houses would be arranged perhaps singly or in pairs away from the highway and more loosely arranged in the landscape.

The general principles of site planning could be set out as:

- (a) control of the entrance by the office.
- (b) identification of the project at the entrance — by function, display sign and sometimes by an entrance canopy.
- (c) an endeavour to give the most pleasing impression of the project from the highway by location of buildings, and by developing a definite sense of entry and intriguing privacy from the noise and hazard of the highway. Nothing appeals more to the tired motorist than a glimpse of sheltered lawn and the thought of ridding himself of his driving responsibilities for an evening's rest. Remember that in peak seasons many families get off the road in late afternoon to rest and that a properly landscaped pleasant and usable terrace where the family can sit around after the day's journey is of great benefit.

- (d) once inside the project develop a layout which will separate automobile and pedestrian traffic to the extent demanded for quiet and outdoor sitting space. This layout must provide unfused and easy circulation for the motorist and make it possible for traffic to enter and leave without undue hazard. Whether the parked car will be provided with a private locked garage or car shelter at each unit or in a centralized bay or whether simply a car parking space or spaces is allocated must be determined for the particular project. In any case it is basic that the motel is a development of automobile travel and no solution is valid which does not do the job easily for the driver.
- (e) layout of units to minimize external disturbance: to do this face the court in on itself, unless the quality of the surrounding view demands otherwise and present the short end of row buildings to the highway if the site is constricted and provide a buffer—office buildings or planting or some other such device to reduce highway noise. In large projects it is well to break the units up into groups or courts for appearance, intimacy, privacy and possible seasonal operation where in winter one part of the project may be closed down. The problem of future expansion must be provided for in the initial disposition of roads and buildings.
- (f) develop a landscaping scheme for appearance and use. Functional landscaping may include demarcation of areas—for example, separation of a service yard, outlining of circulation paths, achieving of privacy both of the project as a whole from the street and the more intimate problem of privacy for each unit, the screening of objectionable views, the definition of parking bays, the provision of shade. Landscaping for appearance, which is primarily derived from the functional landscape, would include accents of flower beds and dressing up of the highway approaches. The exploiting of existing features of the site—for example a group of fine trees, a change in topography, a pleasant view, both by disposition of buildings and arrangement of street pattern is of tremendous importance. It is no exaggeration to say that sympathetic and imaginative handling of the landscape can do more for the appearance of the motor court than the buildings themselves, because the motel is, by its nature, a spread-out project in the landscape.

The site development plan should take into account natural paths of circulation and provide for them rather than restrict them, for no amount of "keep off" signs will ever do the job. Careful choice of planting list with an eye to maintenance is necessary.

Administration Facilities

The office must be so located to supervise entrance and exit from the project. The incoming car drives up to the entrance where inquiry is made. If suitable accommodation is not available the motorist must be able to regain the highway easily. If rooms are available the visitor is usually taken to see them and then returns to the office to register and is given his key. Upon leaving, if prepayment is made, keys are left at the cabin.

The office building should provide an attractive and open reception space enticingly visible to the highway. If food is served or if social functions are anticipated the space needs to be large or capable of future expansion. In many motels guests will assemble in this room in the evening for conversation, cards or reading. It should therefore be furnished as a lounge. Opening off the lounge and immediately adjacent to the entrance is the counter where registration, enquiries, and cashier facilities are accommodated. The office proper, for one or two desks, should control the lounge, and oversee the entrance and the motor court itself. Public and private phone facilities belong in these areas.

A linen room of some 75 sq. ft. per 15 suites is needed for storing and distributing of clean linen by the staff and collection of soiled linen. In this room provide linen storage shelves and work tables. In larger motels two such rooms may be needed.

The owner's apartment is frequently located in this administration building with, if possible, a certain amount of supervision into the motor court. Sometimes this suite is so planned that if occasion demands it can be converted into another rented unit.

Additional facilities are often included to augment the revenue and services of the motel itself. The sale of gas and oil, eating accommodation and some purchasing facilities are complementary to the provision of lodgings but their inclusion must rest on site analysis and economic analysis of each project individually.

Rental Units

The rental unit usually includes a bedroom and bath. Sometimes units interconnect for family use and occasionally larger suites of 2 bedrooms, bath and sitting room are provided. The bedroom must be planned to cater to the particular demands of motel accommodation:

- (i) a rack to open suitcases and arrange their contents coupled with hanging closet for a few garments.
- (ii) twin beds and bedside tables.
- (iii) combination or separate vanity-desk facilities.
- (iv) easy chair.
- (v) chest facilities as a unit or built in.

This can be accommodated in a room 11' x 13' but something in the order of 13' x 15' is preferable. The windows and doors need careful placement for best furniture arrangement. Cross ventilation should be provided and windows and doors detailed for ease of

operation, durability and screening. Sound insulation between units is accomplished by soundproofed walls or by arranging of baths and closets as a sound baffle. Varying colour schemes for entrances and interiors will assist in unit identification and in adding interest to the project.

Bathroom fixtures are usually standard metal shower stall, w.c. and basin. Sometimes tiling is used. Plumbing where possible should be back to back and on an interior partition to avoid winter dangers. In more minimal solutions centralized washroom facilities serving all or portions of the project are acceptable.

To summarize the problem of the unit plan, it should be possible to drive the car under shelter, unload the luggage compartment under shelter, go directly from the car into the unit, deposit the baggage for opening, arrange garments and clean up without running around the ends of beds or falling over furniture; then it should be possible to go to sleep in a quiet, clean, ventilated, undisturbed room — all of which are simple enough but too often neglected.

Mechanical Equipment

Water under pressure may be supplied from the municipal system or a deep or shallow well and ample hot water storage capacity should be arranged.

Heating system may be central, or by means of individual stoves which present an operational and fire hazard. In most centrally heated motor courts provision is made for shutting off certain units to maintain only winter protection heat levels as these areas may be unoccupied during winter months when business is slack.

Air conditioning is desirable in some locations but rather expensive.

In the electrical layout outdoor lighting controlled from the office should be provided for the entrance, the project identification and walks and entrances to units. In the rental units themselves provide a switch inside each entrance controlling one light in the room, provide for bed reading lamps (all too often neglected and thus a common source of complaint), light at vanity and a shaving plug. In the bathroom a mirror light switched from the door is sufficient.

Construction

In these buildings, which are frequently rural, the normal frost depth precautions are often neglected with sad results. Floor systems may be of frame with ventilated and heated crawl space for winter occupancy or with panel heating slabs on earth. For summer only occupancy, unheated crawl space or slab on grade will do. Walls may be of insulated frame construction, which requires some yearly maintenance or masonry construction higher in initial cost but with low maintenance charges. Interior walls and ceilings are usually of wall-board, plywood, hardwood flooring or lath and plaster.

THREE RECENT ONTARIO SUMMER HOUSES

JOHN B. PARKIN ASSOCIATES, *Architects*

By JOHN CRESSWELL PARKIN

INCONGRUOUS as a newly-built Georgian, Gothic, or compromise traditional building may seem in the setting of our modern cities, their location amid the peaceful lakes and rugged backgrounds of our Canadian vacation country defies all logic. Possibly it was the recognition of this fact that compelled designers of an earlier generation, when faced with the problem of designing summer houses, to strive for a substitute style, or to find an historic precedent upon which to base their solution.

The architects of skyscrapers faced with a similar problem, found temporary inspiration in the Gothic cathedrals of France and England. However, no suitable historical precedent for the design of summer houses was available to Canadian designers in the early years of the century. The unhappy results of this creative frustration are to be found in even remote localities in this country.

Canadian summer houses may be divided, very roughly, into two classes:

1. Those with an exterior of white siding, and usually green trim, whose main floor was three or even four feet from the ground, and whose underspace was usually enclosed by diagonal lattice-work. Across the front there generally was a screened verandah which invariably created too dark a living room. If the house was built in the last century (and unfortunately there are still many surviving) its ridge might be crowned with some jigsawed example of carpenter Gothic. However, if it had been built in the early part of this century it is possible that it might have one or more non-functional dormers leading into inaccessible attic space.

2. Those with an exterior of stained or varnished imitation log siding, small windows and the inevitable moose or deer head. This approach to the design of summer houses is a somewhat later development, and represents an era in which Canadians consciously did everything possible to create the appearance of "roughing it" whether it be in architecture or in the pseudo-lumber-jack shirts affected by the male holidayer.

From these two stages we have passed to a third where there prevails neither an overly conscious attempt to create a new summer cottage style as such, nor to recreate a movie set interpretation of a Canadian "north-woods" house. At last it has become important that we

have summer surroundings that are easy to maintain, comfortable and unpretentious. While the three summer houses recently designed by our office and shown here do represent a size of house somewhat larger than the average Canadian establishment, they do nevertheless accept principles applicable to all summer houses.

The summer house presently under construction for Mr. Wilfrid Shanahan on Lake Simcoe, is designed to replace an earlier dwelling recently destroyed by fire. Fortunately a guest house, a double garage, and a boat house, (the latter below the bank at the water's edge), were unharmed.

By means of a screened covered walk to the boathouse, a covered walk to the garage and a low stone wall to the guest house, the new summer house is attached visually to all the dependent buildings, rather than left to exist as an isolated unit, as formerly.

The main house was made to appear smaller and more intimate in scale through the use of a glass "neck" connecting what really are two smaller cottages, one for sleeping, the other for living. The perspective indicates to a certain extent the manner in which the penetrating canopies unify the various components of the design.

A free-standing fireplace rising the full height of the living room divides that area into two sections, the larger one for entertaining, and the smaller for reading. Since the dwelling is primarily for summer use, with occupancy during only occasional winter weekends, the large plate glass windows with their panoramic view of Lake Simcoe to the North cannot be considered a disadvantage. They will in fact help to create cooler, more pleasant living areas in summer.

The exterior is of striated plywood and plate glass, the large sheets of which are set in fixed wood stops, while the smaller ones are set in top hung casements swung with special hardware.

The newly completed summer house for Mr. W. R. Watkins is located at the tip of a well protected bay opposite the Royal Muskoka Hotel, Lake Rosseau, Ontario. Through large sheets of well shaded plate glass a superb view stretches some five miles in a westerly direction down the lake. A road has been pushed a mile through the woods to terminate in a circular drive on the east side of the house. The entrance vestibule is

paved in flagstones which reach down steps to the living room on a lower level, and thence up to the dining room. The forced warm air furnace, pumps and other mechanical equipment are wholly enclosed in masonry walls, left exposed in the vestibule, dining room and kitchen. The buff and gray stone of the walls is local to the site and is laid up in an irregular manner to form a texture contrast to the smooth and the striated plywood used elsewhere in the interior.

The living room is connected to a screened area by a sheet of plate glass measuring 10 feet by 10 feet sliding on barn-door hardware hidden in the roof construction. Only in inclement weather is this door closed. The floor of the dining room is raised to create a more interesting space relationship with the living room as well as to enhance its view of the lake. From the self-contained master suite there is provided a separate terrace, enclosed by a high wall. This area can be used for either outdoor sitting or for sun-bathing.

The exterior of the Watkins residence is also of striated plywood painted a blue grey, with accents of pure primary colors on the doors. The roof is of cedar shingles painted white. Steel architectural projected windows with built-in screens are specified. Their small frames help to minimize the break between exterior and interior. Construction is now proceeding on a boathouse whose design will carry out that of the main house, and whose upper floor will provide further space for sun-bathing as well as sleeping accommodation.

The third residence, that of Mr. Robert Amell is located at Lake Simcoe. The selection of exterior materials — splayed horizontal siding, and wood casements, was made as a concession to its immediate neighbors. The binuclear nature of the plan makes possible complete separation of the various activities within. Guests are located in one wing, the living area in another, the services in a third, while the master suite is isolated in the final wing. A change in level between the living and dining rooms, made necessary by the sloping site, allows the rear bedrooms a view of the lake through the living room windows. Since the view of the lake is in a westerly direction the problem of shielding the large plate glass windows from the late afternoon sun was one solved only by the use of a wide roofed terrace on the west elevation together with judicious planting.

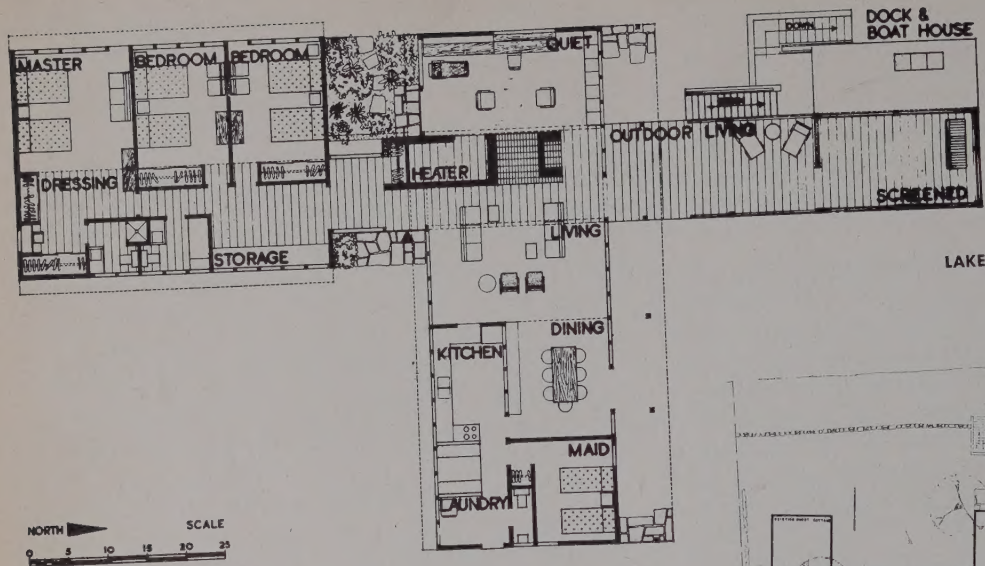
In all three summer houses there has been made, in plan, a clear distinction between each activity area. Careful attention was paid in placing the plumbing back-to-back and in providing laundry space immediately adjacent to the kitchens. As a fire precaution in two of the houses, the heating equipment was placed in a masonry enclosure, which in both instances is merely an extension of the fireplace chimney structure. The insertion of this single large mass of masonry has, in both cases, provided a needed contrast to the large areas of wood and glass. The use of wholly dry construction on all interiors made the total elimination of trim possible — an ideal desirable in any modern interior.

Architecture as opposed to mere building presupposes order; remoteness of building site is no justification for a lack of order.

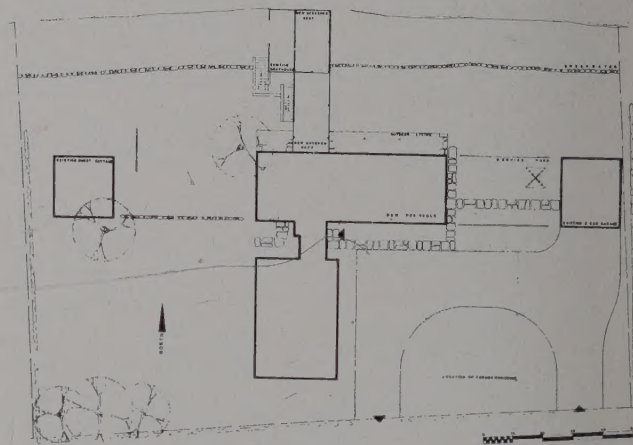
Therefore it was with this in mind that a disciplined plan was attempted in each case, one which would achieve compatibility with its environment by the use of a spreading plan, by trellises, stone walls and landscaping. There was no conscious striving for the "woodsy" effect held so desirable by the logsidings school of thought. It was recognized that the users of these homes were city dwellers, and while they would enjoy the abundance of nature about them, they were certainly not part of it. By what process of logic then can it be argued that their houses should appear to be part of the environment itself? Stone, brick, wood, when used rationally, with enough glass to fully exploit an easy interior-exterior relationship will create buildings secure in their position in the most rugged of back-grounds.

Our severe climate and the unusually strict building codes of our cities have made it difficult in the past for Canadian architects to equal the light spacious quality of many of the buildings of our colleagues in other countries. It would seem that the further expansion of our tourist industry will create a demand not only for more summer houses but for resort hotels, pavilions, and other buildings for summer occupancy, giving Canadian architects an unprecedented opportunity for lighter, more imaginative structures.

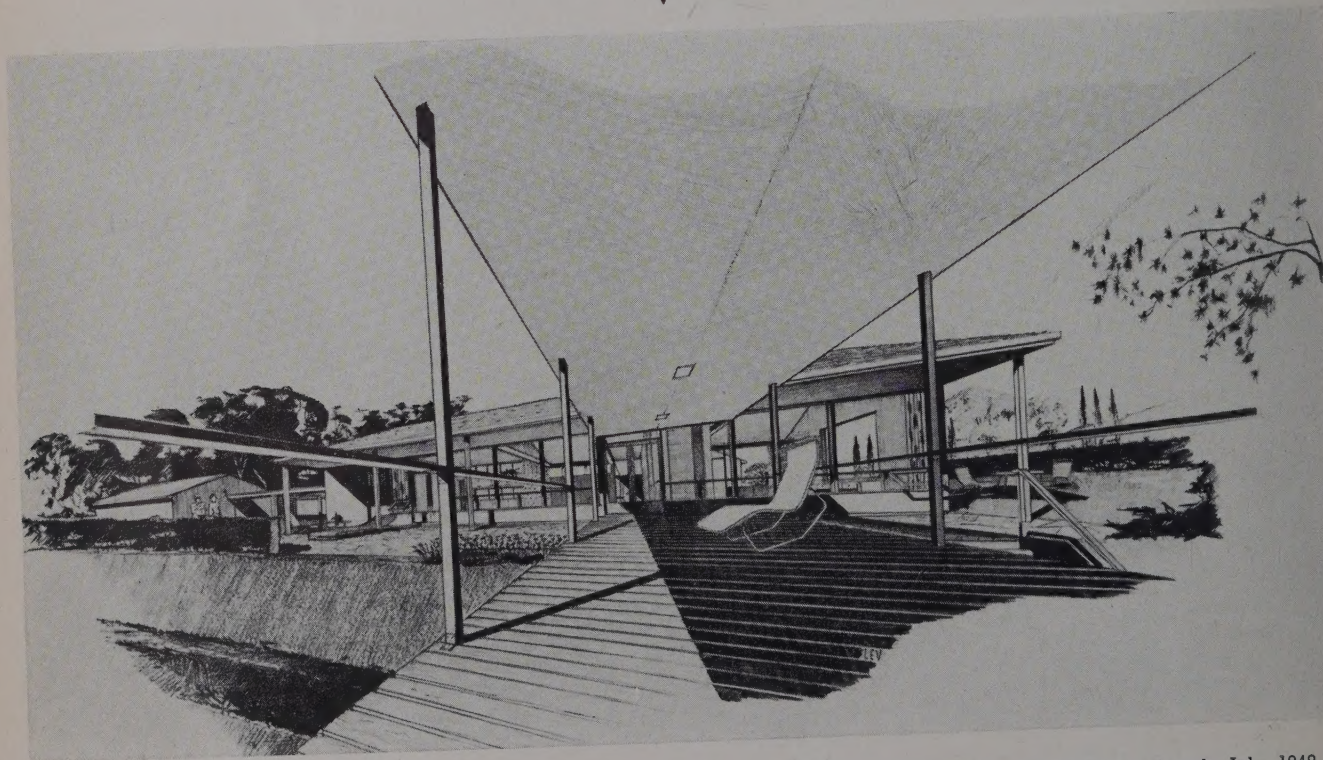
Together with the others in this issue, these three summer houses are presented as an answer to this most interesting problem.

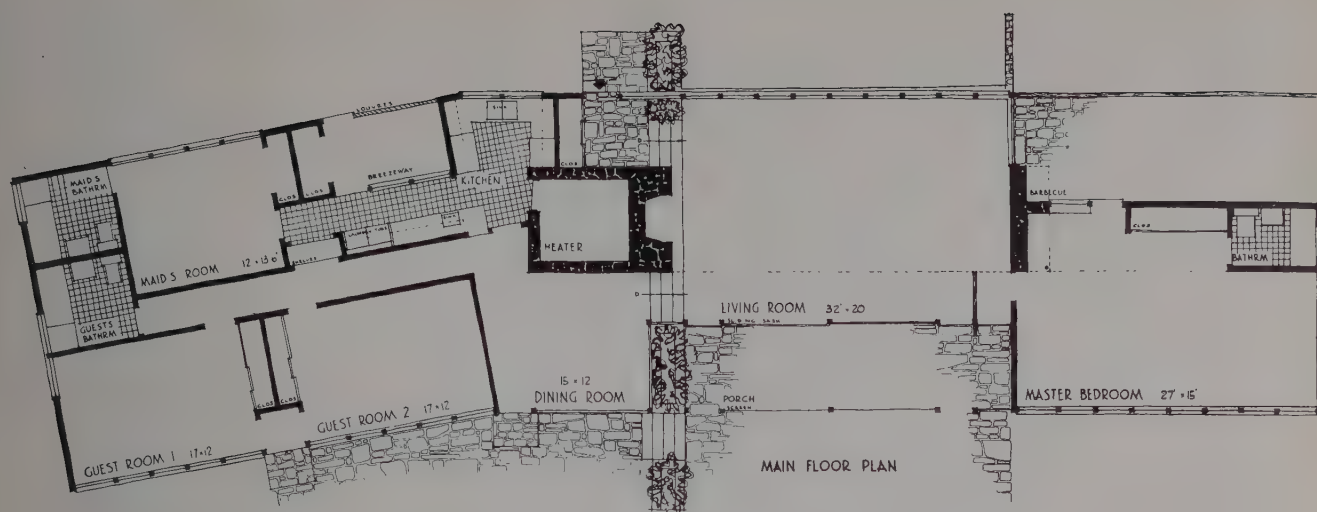


SUMMER HOUSE OF MR. WILFRID
SHANAHAN, LAKE SIMCOE, ONTARIO
JOHN B. PARKIN ASSOCIATES, ARCHITECTS



NEW HOUSE SHOWING RELATIONSHIP
WITH EXISTING BUILDINGS

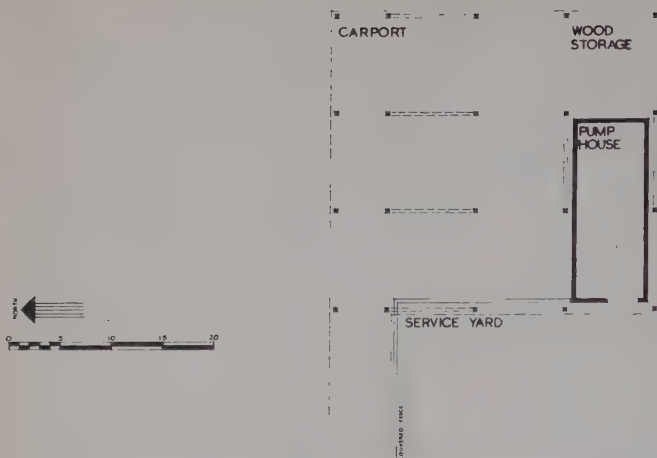




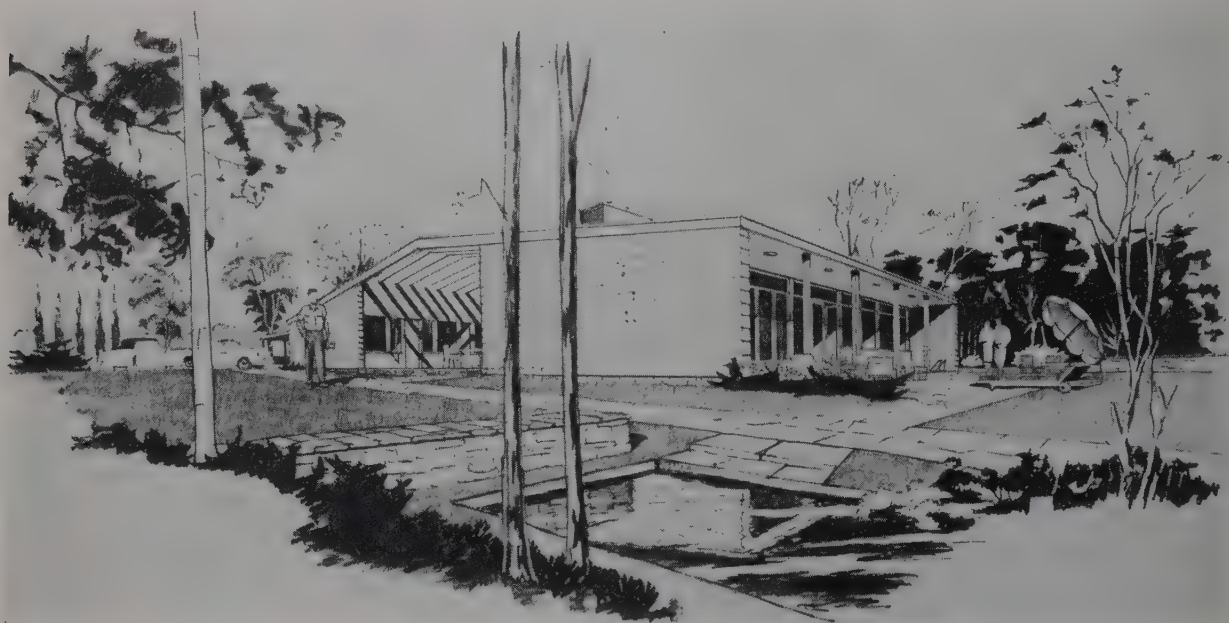
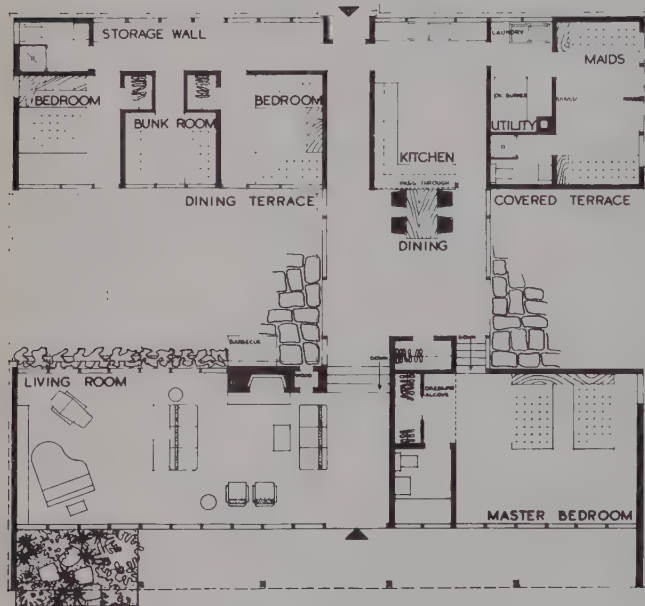
SUMMER HOUSE OF MR. W. R. WATKINS, LAKE ROSSEAU, MUSKOKA, ONTARIO

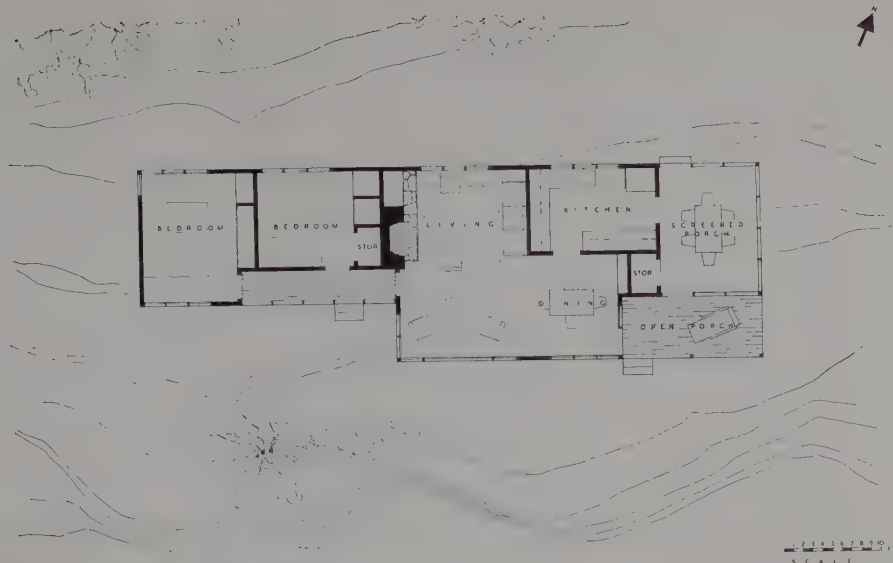
JOHN B. PARKIN ASSOCIATES, ARCHITECTS





SUMMER HOUSE OF MR. ROBERT
AMELL, LAKE SIMCOE, ONTARIO
JOHN B. PARKIN ASSOCIATES, ARCHITECTS





SUMMER COTTAGE FOR PROFESSOR J. D. KETCHUM,
POINT AU BARIL, ONTARIO
HENRY FLEISS, ARCHITECT

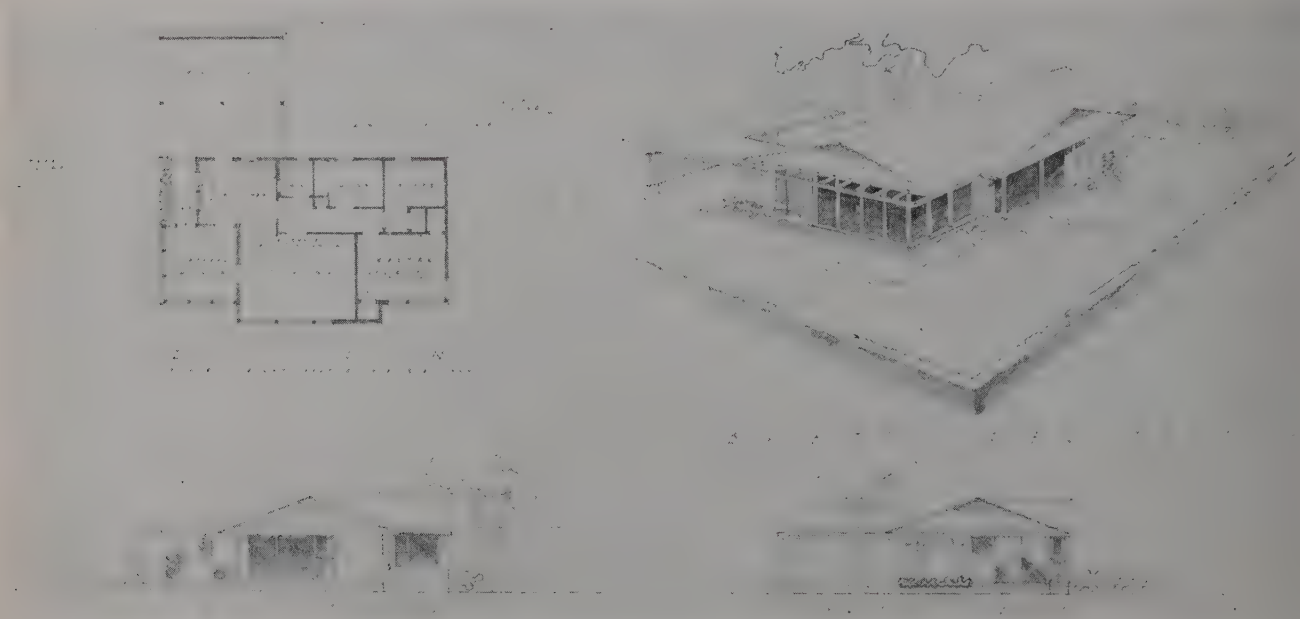


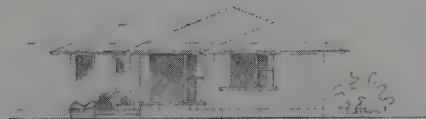
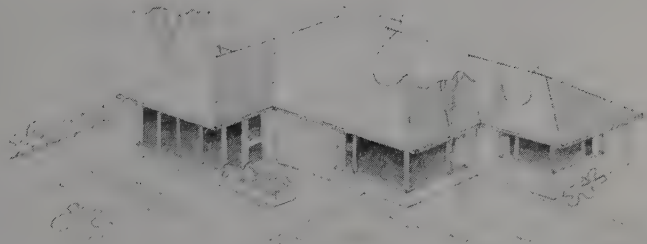
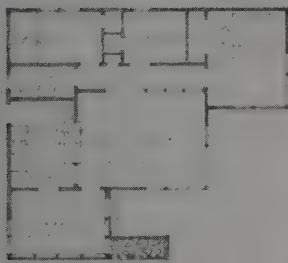
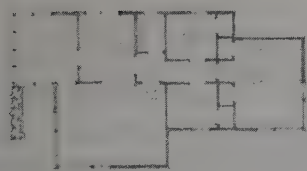
SOUTH-WEST CORNER
OF LIVING ROOM





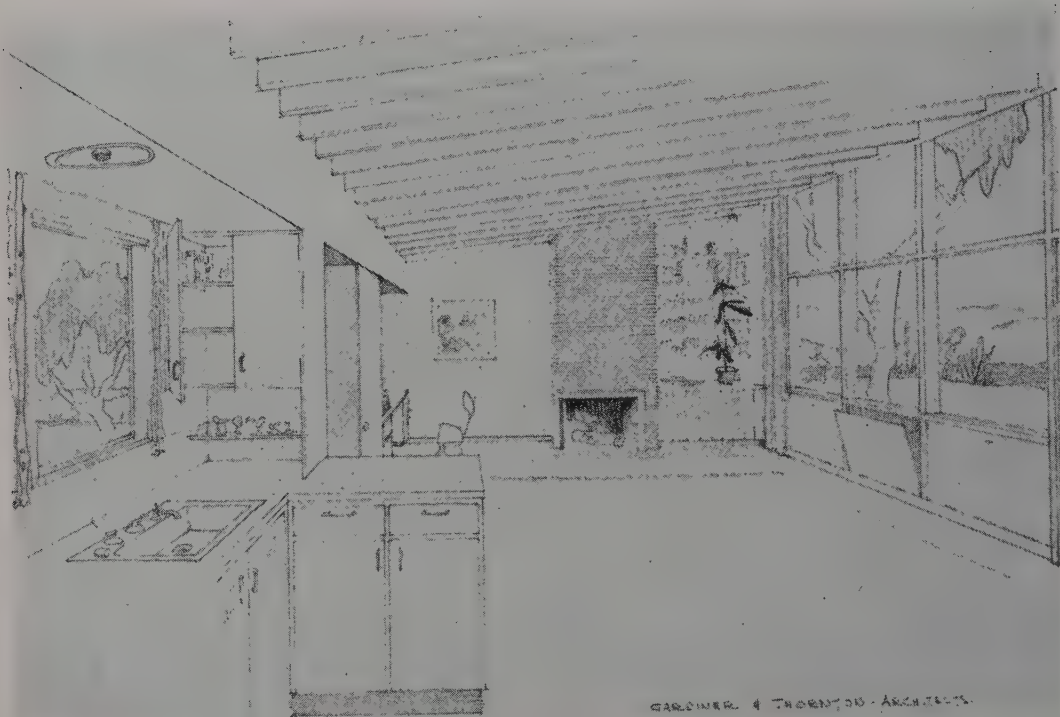
GROUP OF SUMMER COTTAGES FOR GREGORY DECK, SR., LONG BEACH, ONTARIO
ROBERT IAN MACBETH, ARCHITECT







HOUSE OF MR. J. MACLENNAN, OKANGAN
MISSION, KELOWNA, BRITISH COLUMBIA
GARDINER AND THORNTON, ARCHITECTS.



GARDINER & THORNTON - ARCHITECTS.



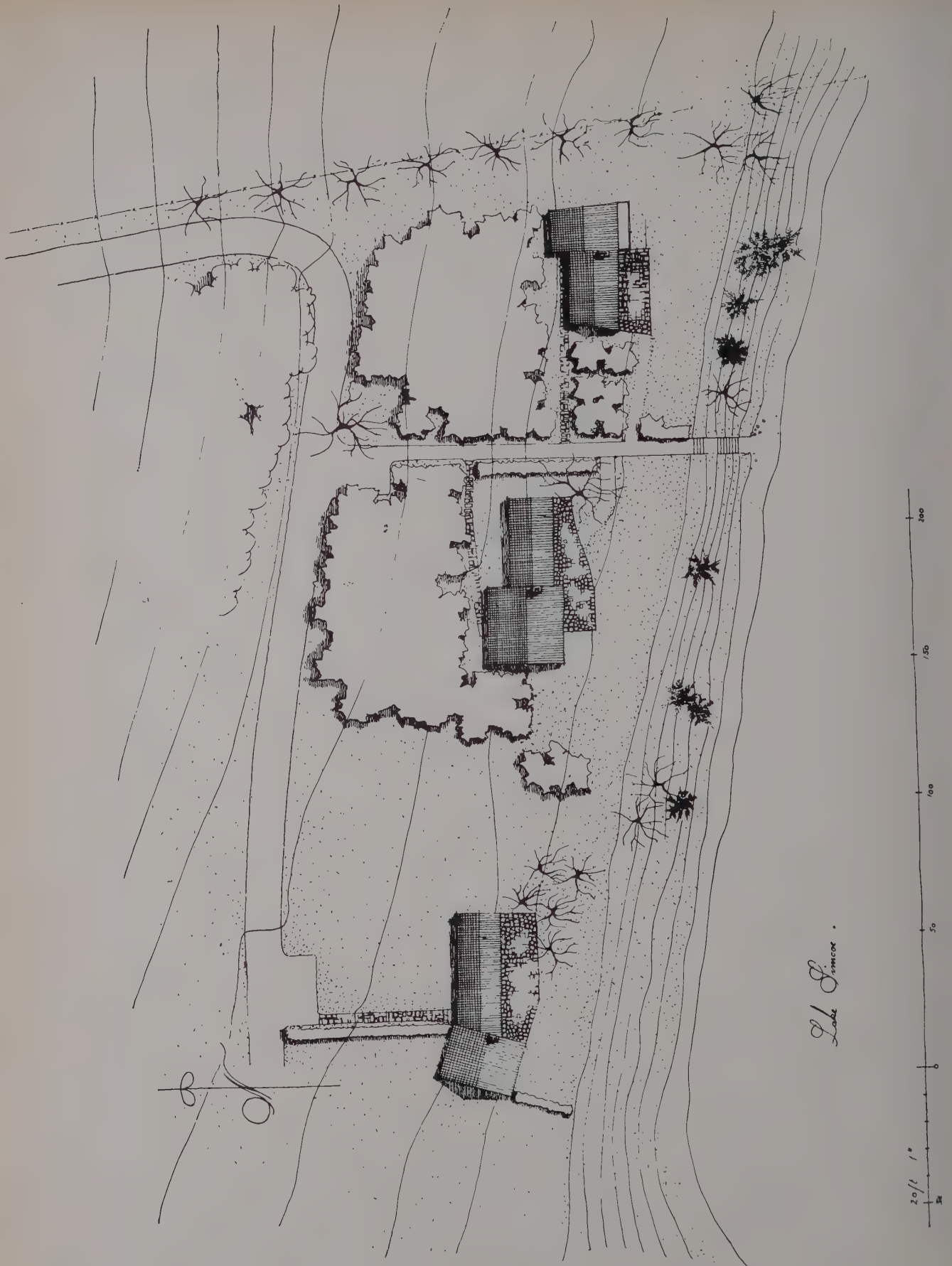
FRONT ELEVATION



BUILT-IN CABINET WORK IN
KITCHEN AND LIVING ROOM



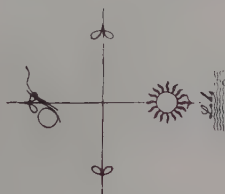
FIREPLACE



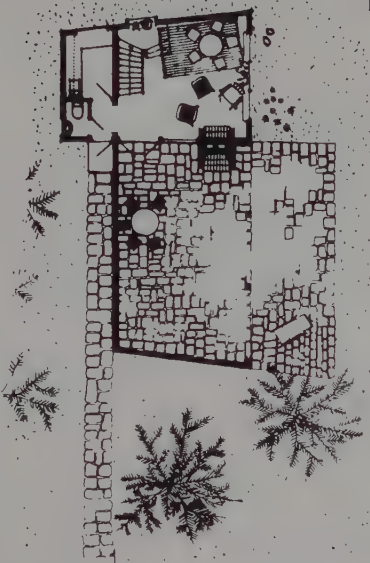


Small Cottages. Small Cottages.

Small Cottages. Small Cottages.



Small floor plan.



Small floor plan.

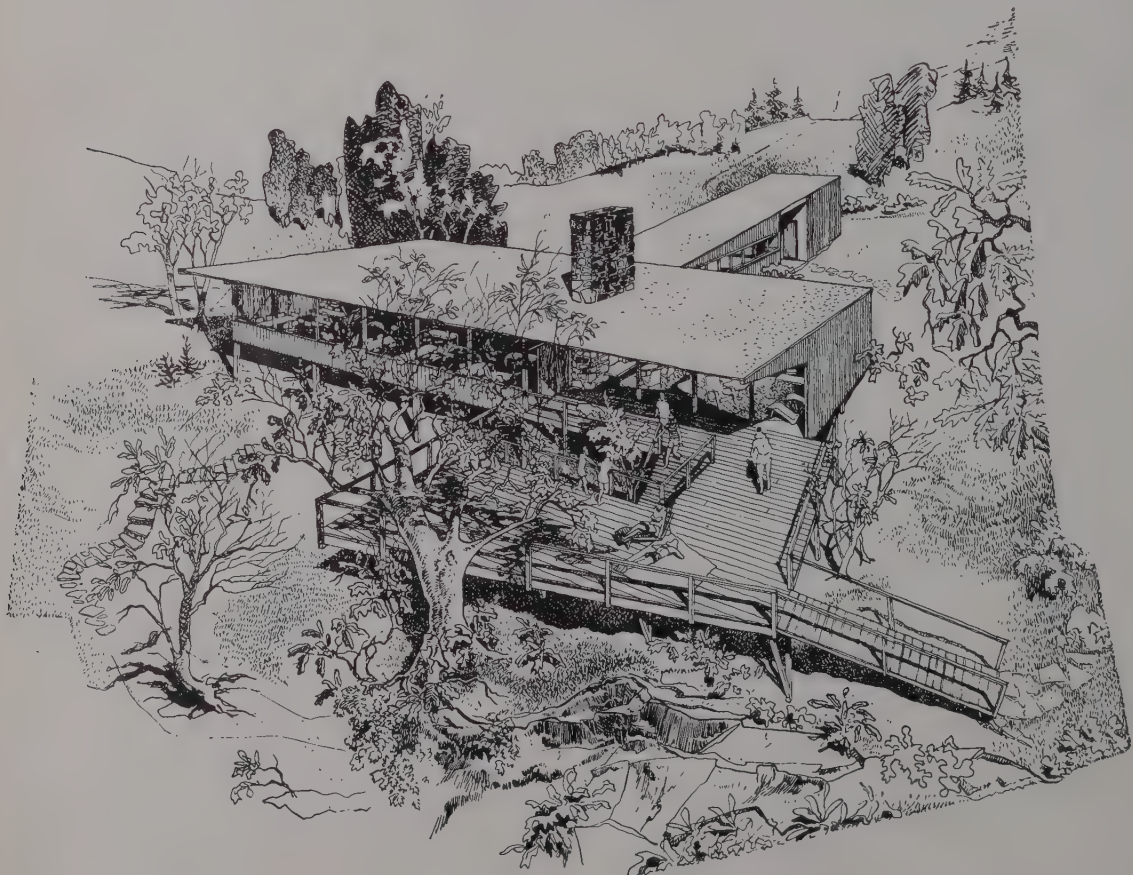


SKETCHES OF A GROUP OF SUMMER COTTAGES BY MICHAEL BACH

Mr. Bach, recently from Sweden, is at present on the staff of the School of Architecture, University of Toronto



RECREATION AND DINING ROOM FOR GIRLS' CAMP,
 GIRLS' WORK BOARD, C. G. I. T., LONG LAKE, QUEBEC
 ABRA, BALHARRIE AND SHORE, ARCHITECTS



BOAT HOUSE AND SUMMER HOUSE OF MR. AND
MRS. E. C. COSSITT, BROCKVILLE, ONTARIO
DREVER AND SMITH, ARCHITECTS



NORTH ELEVATION FROM THE SHORE



NORTH END OF LIVING ROOM



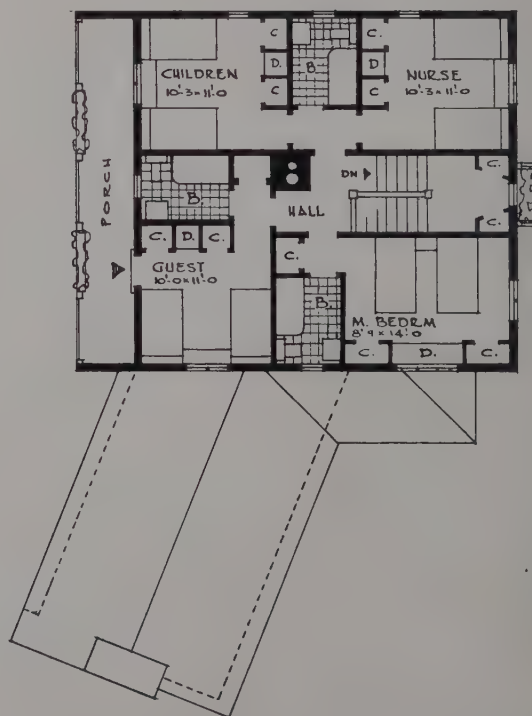
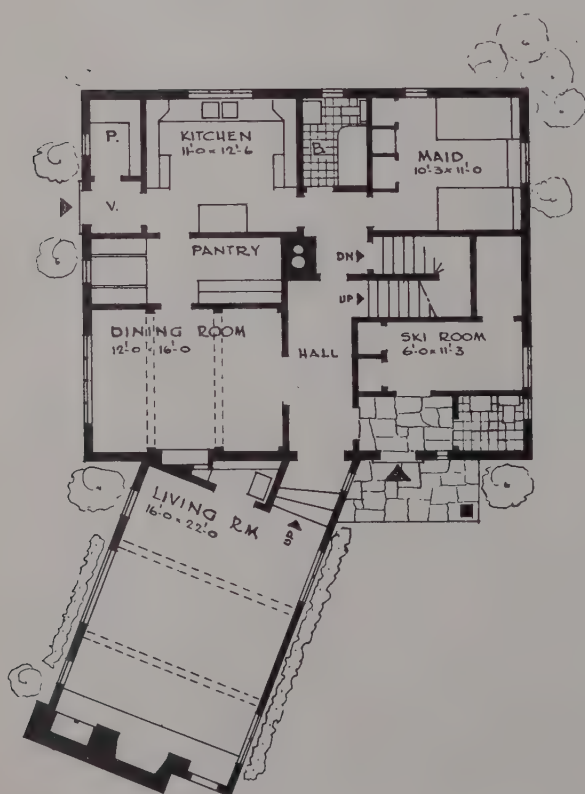
BOAT HOUSE AND BOAT WELLS

Photographs by Associated Screen News Ltd.



LODGE, STE. MARGUERITE, QUEBEC

WILSON AND AULD, ARCHITECTS



HAND-CARVED WOOD HARDWARE



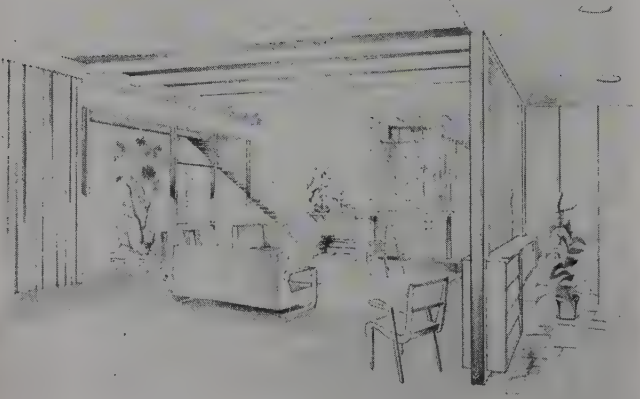
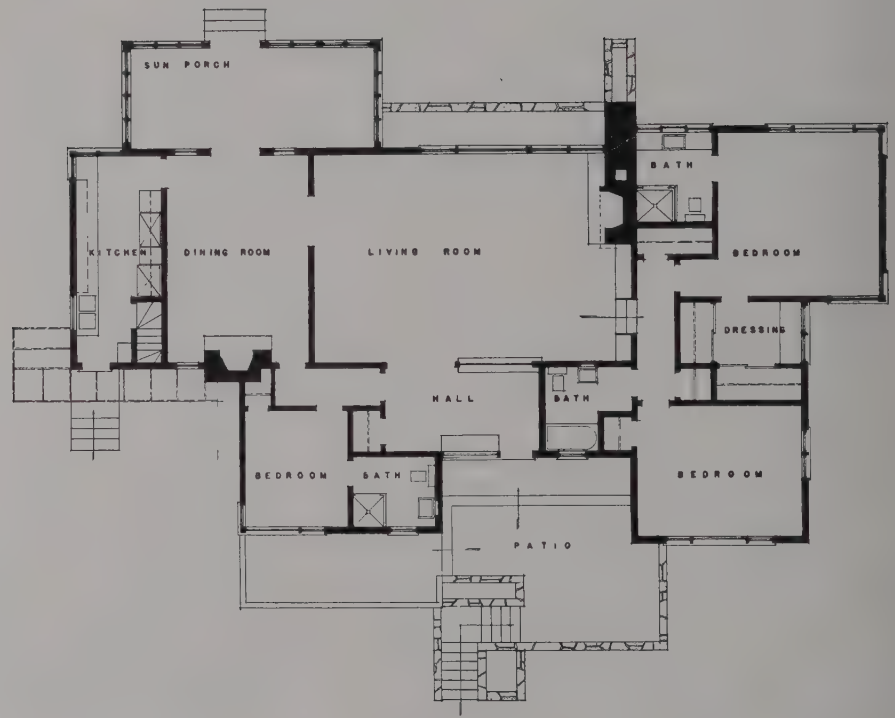
PAINTED BUILT-IN RECORD PLAYER



FIRE-PLACE IN LIVING ROOM



ALTERATIONS AND ADDITIONS TO HOUSE FOR
MR. R. G. BARDOL, FORT ERIE, ONTARIO
ROBERT IAN MACBETH, ARCHITECT



PLAYGROUND SURFACING

By J. AUSTIN FLOYD, M.L.A.

ONE of the most important considerations in developing a playground is the provision of a good surface for the play activities contemplated. This is a most controversial subject, as playground authorities have not yet discovered an ideal all-purpose surfacing suitable for their requirement. Such a material would have to meet the needs of all play activities. This is not entirely practical, however, since the surfacing for some activities should be soft, or springy, as that of a jumping pit, while others must be firm and resilient, similar to a tennis court. One should not be discouraged by the prospect that an all-purpose material is not entirely practical as continuing discoveries are yearly nearing an ideal. Some of these will be covered after a discussion of various surfacing needs of play activities and the short-comings of the materials in present-day common use.

A survey of the playgrounds in schools and recreation centers reveals a great variety in surfacing, ranging from good to very poor. These include grass, sand, clay, cinders, gravel, crushed stone, concrete and asphalt or bitumens products.

An all-purpose playground surfacing should be firm, resilient, non-abrasive, smooth but not slippery, clean and durable. It should be well-drained for use soon after rain. It should be pleasant to look at and be of an anti-glare color and texture in direct summer sunlight, yet not so dark as to absorb sunshine and cause overheating. It should also have a reasonable initial and maintenance cost.

Many of the present-day playground surfacing materials have some of the characteristics mentioned above, but none of them are entirely satisfactory. Turf has been considered the most efficient surfacing for football, baseball, lawn bowling and many kiddies' games, yet all are familiar with the appearance of a football field during a wet football season.

A cinder-clay-sand combination has been found most satisfactory for a running track, yet the abrasive effect of the cinder is very detrimental in the case of a fall as it cuts the skin and becomes embedded in it.

Asphalt has been found to be a good surfacing for handball, badminton, volleyball, deck tennis and basketball, but when this material is not shaded from the summer sun it gets unduly hot underfoot.

Concrete is used extensively for surfacing the area around wading pools and for such children's games as hopscotch, ball-bouncing, dancing etc., and for such adult activities as shuffleboard, drill, dancing, etc. There is no resiliency in concrete consequently it is tiring under foot and very hard in the case of a fall.

Shale, clay, crushed brick and turf are used for surfacing tennis courts but these have high maintenance costs and cannot be played on while wet.

Variations of asphalt and bituminous materials have been tried with different degrees of popularity. One type of bituminous material is an asphaltic concrete in which a hard crushed-rock, or gravel-aggregate, is held together by a bituminous binder and surfaced by the same binder, over which is spread very fine granite chips that are available in brick-red and a dark grass-green color. The surface is pleasant to look upon, does not glare nor get hot in summer sunlight. One criticism of this material voiced by the players is that it is slippery as compared with clay or shale courts.

Another variation is the use of a cork aggregate in a bituminous top course. The base course is prepared as in asphaltic concrete and a surfacing applied in the following manner. A bituminous, or asphalt emulsion, is applied to the prepared surface at from $\frac{1}{2}$ to $\frac{3}{4}$ gallon per square yard. Granulated cork, free from all dust and deleterious matter is spread immediately at the rate of $\frac{1}{2}$ lb. per square yard. When this is dry and fully set, loose cork particles are removed with soft fibre brooms. The emulsion is then applied, as before, and covered uniformly with about $\frac{1}{4}$ lb. cork granules per square yard. When the surface is fully set it is rolled with a heavy hand-roller.

The emulsion, diluted with five parts of water, is then sprayed uniformly over the area at about $\frac{1}{4}$ gallon per square yard. When this has fully set, and is dry it may be colored the desired shade.

The coloring matter used for bituminous surfaces may be applied as a paint which should be replaced every two or three years and comes in practically any color; or it may be a colored bituminous surfacing which lasts much longer, is more expensive and comes in but three colors — burnt sienna (a brownish red), chrome oxide (an olive green) and black.

During the past few years considerable experimental work has been done by traffic authorities on a paint that can be applied to asphalt and remain durable to weather and traffic action. It has been found that a color pigment that is lead-free, combined with a vehicle of China-wood oil, linseed oil and a modified phenolic resin will adhere to asphalt without causing the bitumen to "bleed", either during application or while it is drying. It possesses an elastic, opaque finish which, when applied between the temperatures of 40° — 90° Fahrenheit, will dry in approximately one hour. Colors commonly used in traffic-

(Continued on page 224)



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INCORPORATED BY THE DOMINION PARLIAMENT 16th JUNE, 1908, 1st APRIL, 1912, AND 14th JUNE, 1929

NEWS FROM THE INSTITUTE

HONORARY FELLOWSHIP TO MR. JACQUES GREBER

On the evening of June 8th, 1949, an informal dinner was held at the Laurentian Club in Ottawa, for the purpose of honouring Mr. Jacques Greber, noted Town Planner and Consultant to the National Capital Planning Committee, and of presenting to him his Honorary Fellowship in the Royal Architectural Institute of Canada. The President, Mr. A. J. Hazelgrove, presided at the dinner, and the Right Honourable W. L. Mackenzie King was an honoured guest and speaker on this occasion.

In presenting this Fellowship to Mr. Greber, the President offered the following remarks:

It is my duty to say a few words in explanation of this gathering — May I say to Mr. Greber that it is my great regret that we are so small in numbers. Due to Mr. Greber's impending departure for France, the notice was very short, and for some who were invited, the distance very great.

And so, Mr. Greber, I must ask you to regard those present as the distillation, the essence of that large and distinguished body which should have been with us, and would have been with us, were it not for consideration of time and space, aforesaid.

The purpose of this gathering is not veiled in mystery. We are here to do honour to one who, arriving in this country to face a dark cloud of professional insularity, has so comported himself as to merit and to receive our esteem and affection; not the least of our remembrances of him will be the manner in which our guest of honour accepted his initially lukewarm welcome and displaying great qualities of heart and mind, confounded the critics and made them his friends. A celebrated French authoress, Mme. de Puisieux, said that "Jealousy is an awkward homage which inferiority renders to merit"; so, my dear Mr. Greber, despite all the fermentation which greeted your appointment, you will not fail to see in it a lefthanded tribute to your genius.

I do not propose to take you step by step through our Pilgrim's Progress. Martin Luther said "The faculty of listening is a tender thing, and soon becomes weary and satiated". Suffice to say that Mr. Greber has with infinite skill and with no less infinite patience laid the pattern and the groundwork for this our Capital, so that generations yet unborn will, we hope, remember with pride Mr. Mackenzie King who nourished a dream, and Mr. Greber who translated it into a practical scheme destined for eventual reality. Perhaps in view of another honour which has accrued to Mr. Greber recently, I should refer

to Mr. King as the father of the scheme and Dr. Greber as the accoucheur.

Those of us who have been residents of Ottawa for many years cannot fail to be moved by a consideration of what has been accomplished here since the turn of the century. Mr. Greber has proved to be no inconoclast. He has recognized that many of our existing architectural aberrations have historical if not artistic value. For that we should be grateful. I, for one, should not admire a clean sweep-away of everything which exemplifies the transition of Bytown into Canada's Capital. For even before the advent of Mr. Greber, we made progress. Progress has been defined as the exchange of one nuisance for another nuisance. One can remember a few such exchanges in the past forty years, but a study of the Capital Plan proves the ineptness of this definition, for progress will mean the elimination of many nuisances.

To me, as an Architect, the supreme merit of Mr. Greber's plan is that he has maintained protocol and left unto God the things that are God's. As one studies the plan, there is the feeling that this is the work of a master who acknowledges the supremacy of the Divine Master. Surely Mr. Greber must have absorbed the spirit of those great lines in Milton's "Paradise Lost" — "Accuse not Nature, she hath done her part; do thou but thine". So doing, we shall Paradise regain in the Capital area of Canada.

And now, Mr. Greber, I leave the future and return to the present.

It is my duty as President of the Royal Architectural Institute of Canada, and my very great pleasure as a citizen of Ottawa and a professional confrère, to ask your acceptance of this document, which certifies conferment upon you of Honorary Fellowship of the Institute. We ask you to regard this as evidence of the high esteem in which you are held by your brother Architects in this country, and as a token of appreciation and congratulation on what you have achieved in and for Canada.

I also invest you with the collar and medallion worn by Fellows of the Institute. In so investing you, may I express the hope that you will long be spared to wear it on all appropriate occasions. "Rich gifts wax poor when givers prove unkind". So wrote the Immortal Bard, but this, the highest gift in the power of the Institute, will always maintain its worth, accompanied as it is by the esteem of your brother "Fellows" and by me, personally, with a very great feeling of affection.

ALBERTA

Citizens of London, England, are becoming uneasy with regard to the fate of the fine plans that have been made for their city. Positive information on the subject is scanty but is being obtained in answers to questions. In various directions it is becoming clear that general policies are being seriously infringed. Promised green-belt ground is being built upon. The much desired emigration of industries to satellite towns is not making satisfactory headway. Industries are expanding in places from which it was intended that they should be dispersed. The population, which it was hoped to stabilize or reduce appears to be increasing at something like 100,000 per year. The fact is that there are many serious pressures upon the authorities in charge which are difficult or impossible to combat. The most obvious are the need for housing and the extreme national necessity for encouraging manufacture for export.

On a smaller scale but of similar nature in all cities of the world pressures arise against which efficient town planning has to contend. Indeed, there is very often the added danger in small cities, that the administering authorities possess no adequate knowledge of good procedure or are even themselves devoted to ideas that conflict with good development. Business deals are proposed by private interests. These may infringe cherished policies, but, in view of a tempting immediate increase to the tax roll, the best of policies are too readily scrapped and help to pave that downward way that good intentions go. The administrations push the deals through patting themselves vigorously on the back and the public,—not realising the ultimate disastrous results,—join in applause, thinking, poor souls, that "this is progress". Objection is considered reactionary.

In face of this sort of thing it becomes difficult to preserve open spaces whether for exercise, for quiet recreation or, still less, for such a necessity as public car-parking. The same applies to the creation or preservation of a good transportation system or to the establishment of rationally laid out residential districts. The want of knowledge of good principles of planning on the part of both the administrators and the public is part of the trouble but not the whole of it. There are many persons amongst the public and perhaps some in public departments who know better than this but their voices or opinions are ineffectual. It is difficult to elicit an expression of general sentiment sufficiently strong to introduce the principle of temporarily sacrificing income for the sake of a steady general improvement which will, in the long run, result in greater financial prosperity and ensure greatly better facilities for business and improved general conditions of life.

Yet there are, throughout our whole society, healthy elements tending towards a better operation of civic affairs. Managers of private businesses well realize the principle of present sacrifice and extended outlay in view of better future prospects. In their private lives

all citizens who have attained a financial competency become alive to the desirability of improving the general conditions surrounding them. This only wants extension to the management of civic affairs.

The Community Planning Association of Canada is doing good work in propagating sound doctrine. Further steps are needed. Most urgently required is positive action by bodies of citizens in the various residential districts. These must find a voice to make known their local needs, to defend the advantages that they enjoy and to extend their influence to the whole question of better planning in cities so that civic authorities may find themselves in a position to act along better lines with some assurance of popular support therein.

Cecil S. Burgess.

PLAYGROUND SURFACING

(Continued from page 221)

markers are yellow and white. The manufacturers, however, make up the paint in greens, reds, gray, etc. This paint has an added use since it retards oxidizing action of the atmosphere on asphaltic and bituminous surfaces, which causes cracking. A gray, or a grass-green, was considered a good color for reflecting heat and would not appear unsightly when worn to expose the color beneath.

An entirely new surfacing that has been experimented with and found satisfactory for tennis courts, ball diamonds, walks, etc., was discovered quite by accident at the Aluminum Company of Canada, at Arvida. The landscape superintendent noticed, when passing the ore plant, that where a quantity of gypsum had been thrown out and become mixed with the sand and clay nearby, it had become hard and smooth and dried out quickly after a heavy rain. As a number of tennis courts were being planned it was felt worthwhile to experiment with this material.

A number of test plots, four feet square, were prepared over a good drainage base; in this case, four inches of fine gravel over twelve inches of rough gravel existent on the location. Each plot was raked level and different combinations of gypsum, clay and sand were applied, lightly rolled and soaked with water. When dry enough to eliminate "picking up" a heavy roller was used and the plots were then left overnight.

The following day it was decided that the mixture best adapted to that climate was — one part gypsum, one part dry, pulverised clay and two parts of sharp sand. The climate in that section is subject to heavy rains and, in dry weather, heavy dews at night.

The method used to build the courts was much the same as described for the test plots.

On a good porous base of either coarse gravel, or some other equally porous material levelled to the desired grade, is placed four inches of ½" crushed rock, or gravel, which is raked and rolled three inches below the finished surface. A mixture of gypsum, clay and

sand in quantities 1 — 1 — 2, as mentioned previously, is prepared dry in a cement-mixer and spread to a thickness of three inches over the entire area of courts, levelled off and rolled lightly, soaked well with a fine spray and, when dry enough not to "pick up", rolled with a heavy roller.

These courts are in first-class playing condition the following day. They remain hard and porous and can be played on almost immediately following a heavy downpour. This surfacing, as compared with shale or clay courts, requires but slight maintenance. In dry weather they need to be watered and rolled occasionally.

Experiments show that the amount of clay and sand to be used depends entirely upon the quality of the clay involved — whether light, medium or heavy. A heavy clay loam was used in the above-mentioned mixture. The finished surface, having the qualities of "scuffing up" and drying out quickly after a rain, has made it a satisfactory material for 'ball diamonds, basketball courts, walks and many other uses.

Acknowledgment is made for kind assistance and material received from the following sources: — The Canadian Bitumuls Co. Ltd., The Flintkote Company of Canada Limited, Traffic Engineering Handbook — Hammond & Sorensen, Parks & Recreational Magazine — March, 1948.

CONTRIBUTOR TO THIS ISSUE

J. Austin Floyd

Graduated as Bachelor of Science of Agriculture, University of Manitoba, 1935, majoring in Horticulture. Practised Landscape Gardening for three years in Ontario.

Completed degree of Master of Landscape Architecture at School of Design, Harvard University, 1946, the second and third years being on scholarship.

Planning Assistant to John Layng, Architect and Town Planner, for two years and, at present, Planning Assistant to the Director of Planning, Toronto City Planning Board.

BOOK REVIEW

THE MODERN SCHOOL

C. G. Stillman and R. Castle Cleary

Published by The Architectural Press, 13 Queen Anne's Gate, London.
Price 21 Shillings Net.

The flyleaf of this examination of school history, design and construction, proclaims that "it surveys the whole field". In its attempt to do just this, in 150 pages, must lie the major criticism of the book.

A considerable amount of space is given in the early chapters of the book to an outline of the history of the progress of education in Britain, leading up to the far-reaching reform, the Butler Act of 1944, and too little space, for example, if the book is to be of real value to the Canadian school architect, to new techniques in *daylighting* classrooms. Progress in daylighting would seem to end in Britain with clerestory lighting, and the so-called "elbow-access" plan, schemes now considered unsatisfactory by many here because of the sky glare and high brightness contrast occasioned by them. No mention is made of directional glass block and of its merits and demerits despite the fact that many authorities now concede this method to create classrooms of highest quality of light.

It is interesting to note that space standards in classrooms per pupil are much lower in Britain than in Canada, and it is in this connection that the sole reference is made to that excellent school committee set up by the Ontario government a few years ago, which has had such beneficial effect on Canadian school design. An excellent, but short chapter, headed, "Environment" is an appeal to school boards, educators and their architects for the addition of that intangible by which mere buildings become architecture—"The gap between the barely adequate and the really efficient schools can be filled only by a full appreciation of the aesthetic worth of good planning and design. This can be achieved without any additional cost . . ."

In its attempt to cover the field, this book fails to touch upon some of the most important aspects of school design which must face the British, as well as the Canadian, architect. The book is interesting in its providing the Canadian school architect with an insight however, into most of the problems of British school practice, but it cannot be said to be of great technical assistance to the Canadian school architect.

May the writer add one or two points of personal opinion. It is his belief that books of this nature could be of infinitely greater value to the architect for everyday use on his drawing board, if they employed the graphic presentation technique so successfully used by Ramsay & Sleeper's "Graphic Standards", or used years ago by Sir John Burnett in his Office Handbook, or more recently by Baker & Funaro in "Windows".

Subject matter such as "The Modern School" is readily adaptable to the architect's graphic language, and would be infinitely more useful in its greater accessibility.

John C. Parkin.

Facts by Pilkington about Glass FOR ARCHITECTURAL STUDENTS

NO. 32 "ARMOURPLATE" GLASS DOORS
(continued)

GENERAL

"Armourplate" Glass Doors are available in a number of standard styles. The style is determined by the type of fitting used and its position on the door. The fittings, which are finished in Alumilited Aluminum, Brushed or Polished Bronze, and Brushed or Polished Chrome, are cemented in

place at the factory and are not removable. It is therefore necessary to specify the fitting required when the door is detailed.

An elevation of a typical "Armourplate" Glass Door is shown in Fig. 1.

*Registered Trade Mark of
Safety Glass Standards Limited

PUSH AND PULL BARS AND HANDLES

Several types of handles and push and pull bars are available. The illustration shows a popular type of handle made of natural Lucite and held in place by metal fittings.

S-19 FITTING

The S-19 corner fitting shown contains a special oil bearing to receive a standard half-inch upper pivot pin. The fitting is very compact and leaves the whole upper section of the door free for unrestricted visibility.

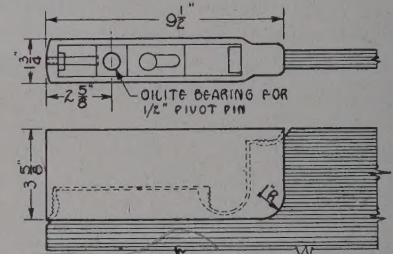


fig. 2. DETAIL S-19 FITTING

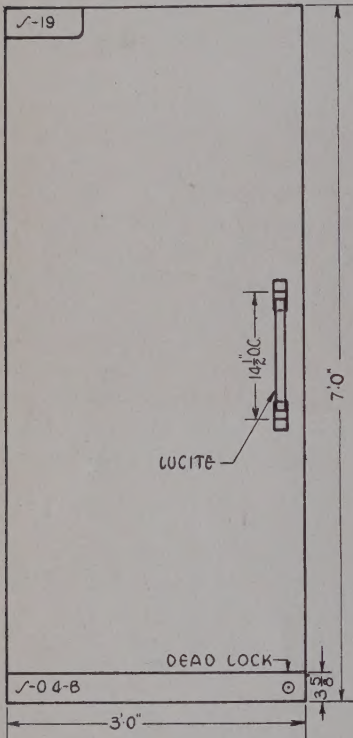


fig. 1. TYPICAL ELEVATION

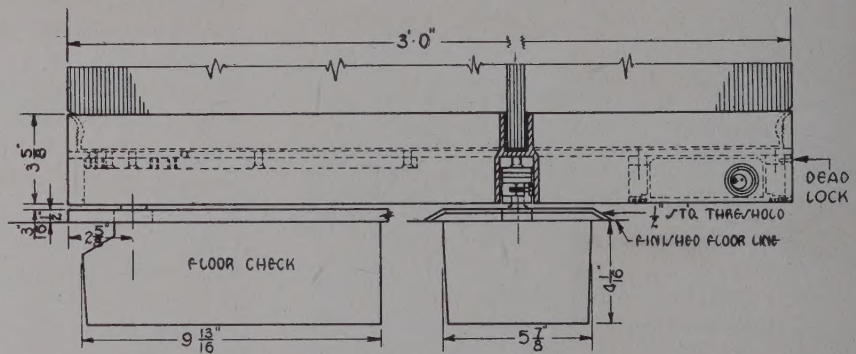


fig. 3. DETAIL S-04-B FITTING

S-04-B FITTING

Fig. 3 shows details of the continuous S-04-B type bottom fitting shown on the door illustrated in Fig. 1. This fitting forms the main link between the door return mechanism, in this case a floor check, and the "Armourplate" glass itself. The use of this continuous fitting is recommended on outside doors where the possibility exists of grit or cinders being caught between the bottom of the door and the threshold, especially in winter. In this manner the bottom edge of the door is protected from scratching and the danger of induced fracture. Several floor checks, both single and double acting, are manufactured, and the adapter plate on the fitting facilitates the easy application of any specified check. Details show a typical floor check placed in its operating position beneath a standard half-inch threshold and the finished floor line.

Note the dead lock arranged integrally with the fitting in order not only to maintain security but also to eliminate any obscuration of the door's complete freedom of vision.

With their dramatic appearance and practical qualities, "Armourplate" Glass Doors have no peer among entrance units.

Wherever a sturdy and transparent entrance is required, an "Armourplate" Door answers the purpose admirably; and they are especially effective where it is necessary to attract and hold public attention.

In shops, banks, hotels, theatres, restaurants, and office buildings, in fact on any type of building, they serve as an attractive and practical entrance.

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